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STENAI

Community Design Center
School of Architecture
Syracuse University



Community Design Center
School of Architecture Syracuse University
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CHITTENANGO 2020

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ACKNOWLEDGEMENTS

Over the course of the fall semester 2003, the Community Design Center (CDC) worked on the Chittenango Master Plan. Many people representing a variety of constituents in the Village helped us to understand its history and to forge a vision for what Chittenango could become. To understand its past, Dick Sullivan, the Village Historian, gave us a glimpse of what Chittenango had been and provided us with a concise history of the Village and its people. When we first toured the Village as a group, the class also met with Joan DiChristina, President of the Chittenango Landing Canal Boat Museum, and Dixie Tobin, Treasurer of the Frank. L. Baum Museum / Chittenango Foundation, Inc. We are grateful to all those who came to class late on a Monday and gave up an evening to answer questions covering a variety of subjects. Among those who shared their expertise are: Justin Pokines, Director of the Town of Sullivan, Department of Parks and Recreation; Ken Showalter, Park Manager, New York State Office of Parks, Recreation and Historic Preservation, a division of the Erie Canal Authority; Linda Lubey, Regional Consultant Manager, New York State Department of Transportation; Kevin Rooney, Project Manager, Clark-Patterson Associates; Chris Capella-Peters, Historic Site Preservation Coordinator, State Historic Preservation Organization; George Rao, President, the Greater Sullivan Chamber of Commerce; Michael Quirk, Chairman, Village of Chittenango Planning Board; and Bud Houseman, President, Chittenango Rotary Club.

We would be remiss without acknowledging the important contribution of the citizens of Chittenango for the guidance and insight they provided at the community workshop held midway through our research. Their comments and suggestions directed our thinking throughout. The critique offered by citizens at the CDC presentation in December 2003 instructed revisions and refinements to the final plan. We are indebted to all those who participated in those public meetings and voiced their ideas in support of a comprehensive vision for the Village.

The public meetings and all CDC correspondence with the Village was coordinated by Jill Doss, the Chittenango Village Clerk. Without her assistance, we could not have accomplished many things, and to Jill we owe many, many thanks for making our job possible.

Finally, we are indebted to Mayor Robert Freunschdt and Deputy Mayor Ronny Goeler. Both worked closely with the CDC on most Monday evenings throughout the semester. Their vision, guidance, support, and patience throughout the process were invaluable to the work.



Chittenango downtown as seen from Stickles Park, c. 1900 (above) and 2003 (below)

A VISION FOR DOWNTOWN

While living in this community my entire life, I have watched the main street of our downtown change from neat and good-looking in the 1950s, to one filled with deteriorating buildings resulting in a general appearance I was not very proud of. As the buildings deteriorated, so did the street itself. Reconstruction had been delayed for more than 15 years. In addition, a bridge that was a vital link between two major roadways in the Village was closed because it was unsafe. Things had definitely headed in the wrong direction.

As Mayor, I was in a position to effect a change that could restore the main street that I remembered. I had a vision for the downtown area: all buildings in good condition and well maintained; a main street with local residents filling our stores; newly constructed roads — freshly paved, free of potholes and rusted, crooked signs; and new, decorative street lights. Although I wasn't sure what to do with the overgrown trees along the main street that blocked visibility of the buildings and had grown into the power lines, I knew something needed to be done. My vision ended with a downtown area that was something to be proud of once again, with all successful and profitable businesses. The State of New York had proposed a major road reconstruction in Chittenango that included the main street area. Their proposal included resurfacing and some changes to the curb line, including other changes that occur with a major road reconstruction project. At about the same time, I had an opportunity to attend a New York Main Street Conference and learned about the Small Cities Grant that was available to help redevelop main streets.

Upon my return from the conference, I proposed that the Village Board apply for a \$600,000 grant. This grant would improve the quality of life for residents in the second-story downtown apartments, improve the facades of the buildings, and help small business owners improve their operations and profitability. The grant, coupled with the State project, could be exactly what our main street needed.

We retained the services of the Laberge Group who specialize in grant writing. They explained the process involved in obtaining the Small Cities Grant and the fact that most applicants did not receive a grant until the second year. To

8 begin, we started the data collection that is an application requirement. Collecting the data turned out to be the most challenging part of the process.

While many complained about what things looked like, no one wanted to participate in the data collection that could result in an improved physical environment. Finally, we did collect the required data. Some of the businesses received personal visits from Deputy Mayor Goeler or me so that the job could be completed.

The next part of the grant process was a meeting with the Governor's Office for Small Cities, which went very well. The Deputy Director from the Governor's Office said it appeared as though we were a good candidate for a grant but the Village really needed to have a plan in place to handle the development of our downtown area. We left that meeting certain that, without some type of a formal plan for our downtown area, we had little chance of receiving a grant.

Knowing that I needed a plan for downtown, I started researching ways to get this project completed when a local resident, Dean Costanzo, suggested Syracuse University as a helpful resource. I contacted Professor Elizabeth Kamell of the School of Architecture and arranged a meeting. Deputy Mayor Goeler and I visited the school and met with her in the CDC. After explaining our needs, Professor Kamell agreed that the CDC class would take our project in the fall semester of 2003. One of the requirements of the School was that we attend class on Monday nights to work with students.

We then returned to the Village Board and received approval to proceed with the Syracuse University project which started in August 2003. A local newspaper reporter who covers the Board meetings wrote a story titled "Mayor Goes Back to School." The article went on to say that Syracuse University was working on a plan for the downtown area. We used this article in our grant application as proof of the plan required by the Governor's Office for Small Cities. We also included more than 30 letters of support from the entire community. In April 2003, the application was officially submitted for review.



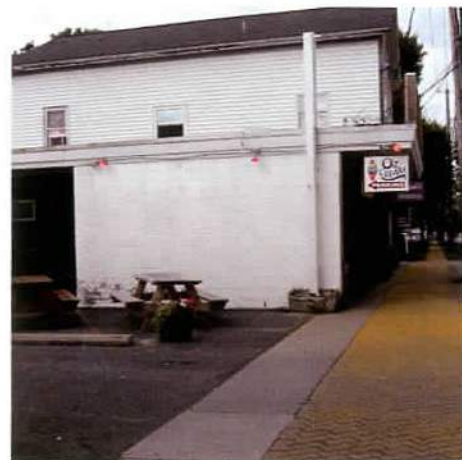
The Waldman's building, 2003

10 Although everyone, including the company that wrote the grant application seemed surprised, we remained positive and confident that we would receive it. In late August 2003, word came that we had been awarded a \$600,000 Community Block Grant. While elated, we knew there was much more work to be done. We still needed to finish the CDC project prior to implementation of the \$600,000 grant.

The CDC project was one of the most successful projects the Village had ever undertaken. The community support and attendance at both public meetings that we held at the Chittenango High School were unbelievable. Normally, attendance at these types of meetings would turn out 6 to 10 people. These two meetings turned out 100 citizens at each meeting and they all seemed excited and willing to participate with their comments. The Syracuse University students' work, which included sketches of what Chittenango could look like and a set of guidelines to help guide downtown development, was nothing less than amazing. The final draft was a model that would set the stage for the future development of our downtown area. The plan also included ways to connect the entire outlying areas to the downtown area through a series of trails and walkways. This walkway would help bring the residents to the downtown area.

The final results of the Syracuse University plan can be seen in the following pages.

I would like to thank some of the people that made this report possible. Their efforts and dedication to this project are something that we will all benefit from as a community. Thanks to: Syracuse University and Professor Elizabeth Kamell and the students of the CDC class; Village Clerk, Jill Doss; Deputy Mayor Ronny Goeler; Village Historian, Dick Sullivan; Planning Board Chairman, Mike Quirk; Rotary President, Bud Houseman; Chamber President, George Rao; Chittenango Canal Museum President, Joan DiChristina; Linda Lubey from NYSDOT Region 2; Clark-Patterson Project Manager, Kevin Rooney; Justin Pokines, Director, Town of Sullivan Parks



Poorly maintained facades in need of renovation.

12 and Recreation; Ken Showalter and Chris Capella-Peters from New York State Parks, Recreation and Historic Preservation; and thanks most of all to all the citizens of Chittenango who participated in the project.

This project was a huge success.

Mayor Bob Freunsch



Downtown Chittenango: the "Yellow Brick Road" (above), mixed use building at street (below)



Aerial photograph of Chittenango, NY, 1994

CDC PROCESS AND OBJECTIVES

The seeds for the Community Design Center (CDC) at the School of Architecture were planted in the fall of 1998, when neighborhood groups on the Near West Side of Syracuse approached the School to help develop a community playground on an open lot the city had scheduled for construction of new houses. Unyielding neighborhood park advocates, eager to turn their vision of a community park on the site into a reality, but unable to pay for professional design services, were interested in the untapped talent, ideas, and energy of students who could assist in this effort. The project precipitated new partnerships between the City of Syracuse, neighborhood groups, and the School of Architecture. What evolved as a result of that first project was not only a community park for an inner-city neighborhood, but the commitment from a group of students dedicated to working pro bono on community-based architecture and urban design problems. The extracurricular student initiative was quickly recognized by the University, gaining support from the Office of the Vice Chancellor, the Center for Public and Community Service, a University Vision Fund Grant, and the School of Architecture. It was then that the CDC was born.

Since its inception, the CDC has worked with many public and private agencies in Syracuse and students from several colleges on campus to meet a variety of challenges. It has been a fruitful and meaningful collaboration resulting in the development of projects that affect the future of neighborhoods throughout Syracuse. In the fall of 2002, the CDC worked with the City of Syracuse Department of Neighborhood Planning on a Master Plan for an underdeveloped precinct in downtown Syracuse that still faces the pressures of development from several constituents without benefit of a long-term vision.

The result of that semester's efforts was a precinct Master Plan, "Bridging the Creek," the most ambitious design effort undertaken by the CDC since its inception. The plan was well-received by city officials and others but, like many thoughtful and meaningful long-term visions for the city, its potential as a catalyst for further discussion on the future of the area came to naught. The vested parties are still pursuing their individual interests without a comprehensive understanding of long-term goals. Master plans offer that opportunity.

16 In the summer of 2003, Mayor Bob Freunschdt approached the CDC with a proposal to collaborate with the Village on a Master Plan and design guidelines for the downtown business district in Chittenango. It was a project that would take the CDC out of Syracuse for the first time and it was an opportunity to help facilitate positive change in a small village with the full support of the Mayor's office and the Board of Trustees. As a result of the CDC's commitment to the Village, the Mayor was successful in his application for a New York State Block Grant, and the study took on a sense of gravity that propelled the CDC forward. The promise of implementation in response to CDC proposals gave the project momentum.

To understand the complexity of issues in Chittenango, CDC students met with representatives of Village agencies, local community organizations, preservation specialists, representatives of the New York State Thruway Authority, and residents. Their input and observations guided the plan's development throughout, and revisions were made as a result of the last presentation to Village residents in December, 2003.

At the beginning of the design process, CDC students conducted research and identified assets and challenges of Chittenango's main street. Students researched and discussed many aspects of the Village, including zoning laws, and institutional and industrial histories. Speculative proposals for renewing Genesee Street were assessed in relation to their long-term impact and the intent to construct a comprehensive vision that could serve economic and formal development.

Many options were explored and several of the initial speculative drawings are included in this book. They represent just a few of the many produced.

The character of the downtown, a product of both positive qualities and poor planning decisions made over many years, in addition to the deteriorated state of what were at one time good buildings, was weighed against what the downtown could become. This plan was created with specific purpose to provide a unique identity for downtown Chittenango.



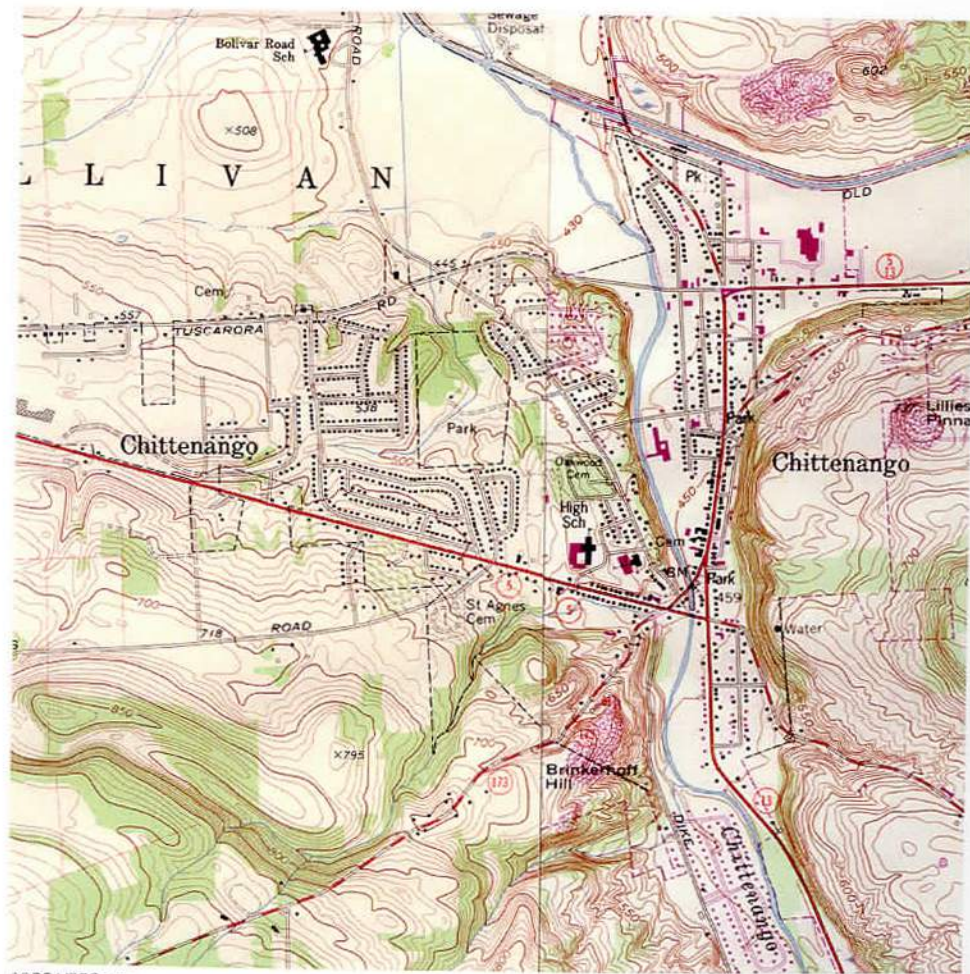
Stickles Park (above) and West Park (below), 2003

- 18 Each piece of the plan was reviewed by students, professors, community leaders, and residents of the Village. Frequent site visits provided the opportunity to make connections between the CDC team and Chittenango residents, and the contact assured that the plan represents ideas that respond to everyday concerns. Multiple objectives guided the process in constructing the Master Plan; the planning process was rigorous, and took into account fiscal, social, and governmental constraints.

The plan is divided into three phases for the purpose of identifying where investment and change are most immediately needed and what should be supported most urgently. Village-wide infrastructure will necessarily touch all three areas simultaneously, and literally paves the way for subsequent development. The Design Guidelines, the last chapter in this report, suggest rules for development of the downtown so that buildings along Genesee Street regain the architectural integrity they once had. This Master Plan outlines a long-term agenda for the development of Chittenango's center. The quality and success of the main street and adjacent blocks will be the collective result of small efforts by individuals working toward a common goal.



Chittenango Landing Canal Boat Museum grounds



1975 USGS map



Model of downtown Chittenango



DESIGN FOR A VILLAGE

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A BRIEF URBAN HISTORY

The history of Chittenango parallels that of many Upstate New York communities, but its particular industrial and cultural story is unique. From this history, its identity and culture are constructed. Though the Village itself, its economic base, and its citizens have evolved since its foundation, the remnants of its past are scattered about, a reminder of its history and the people who contributed to its success. 25

The impetus for initial settlement of the area was the fertile farmland located around the Chittenango Creek watershed. Farms prospered in the late eighteenth and early nineteenth centuries, with most products providing sustenance for nearby residents, but the creek also served as a source of water power along which the first mills were located. Though few of those original mills or industrial buildings remain, early production included wool, cotton, wood planning, and a bridge-making industry. The mills marked the beginning of the development and industrialization of Chittenango proper, but significant growth came with the introduction of the Erie Canal that linked towns along it to distant markets.

Between 1814 and 1825, the first Erie Canal was constructed just north of the village center. The canal provided a new route by which goods could be transported easily and quickly by barge instead of by land across the State to Lake Erie, thereby increasing access to western markets. The economic prosperity generated by the Canal resulted in the growth of many of the small towns and villages along its banks. Business flourished, local economies grew and downtowns expanded. In about 1855, the canal was enlarged, and its route in Chittenango shifted southward toward the town center, resulting in an expansion of the village along Genesee Street. By 1853, a small canal, the "Chittenango Extension," (now Rouse Street) was complete. It provided direct access from the rear of buildings that lined Genesee Street to the main canal route, and was a catalyst for additional development. At mid-century, when the canal was complete, downtown Chittenango had at its center residences, hotels, schools, and an active business community dependent on canal activity.

1902 USGS map of Chittenango region

28 Among the industries in the Village were a cannery, a pottery factory, a vinegar factory, a foundry that produced metal and then glass, a blacksmith, a metal smith, a woodworking manufacturer, and, importantly, the Chittenango dry dock, which was the only dry dock along the canal that built and repaired packet boats. In addition to Newton Motor Company and Fowler's Telephone Exchange, a growing number of hotels and other services were located in the downtown area. Of the earliest enterprises, only a fragment of the dry dock and remnants of the pottery remain.

By the middle of the nineteenth century, residential and commercial buildings were predominantly concentrated along Genesee Street on the few short blocks between what is now West Park and Seneca Street. As the Village grew, the downtown became more densely populated with buildings that faced onto the main street, producing a spatially clear and defined downtown and a formal identity for the village.

With growth in population, business and culture flourished. In addition to saloons and stores located along Genesee Street, an opera house served surrounding towns. At mid-century, the future seemed bright for a village that produced industrial goods, provided a cultural life for its citizens, was surrounded by agricultural land, and had a stable population of residents and visitors brought by the Erie Canal. But, as railroad service in the region was established, trains quickly replaced barge transport as a more efficient method of moving goods over long distances. The economic benefit generated by proximity to the canal no longer mattered. Though, even as canal activity waned, downtown Chittenango remained active well into the twentieth century. Waldman's Department Store and many eateries that still exist — Ham That Am, Dibble's, and Kopp's Canteen — were all established then.

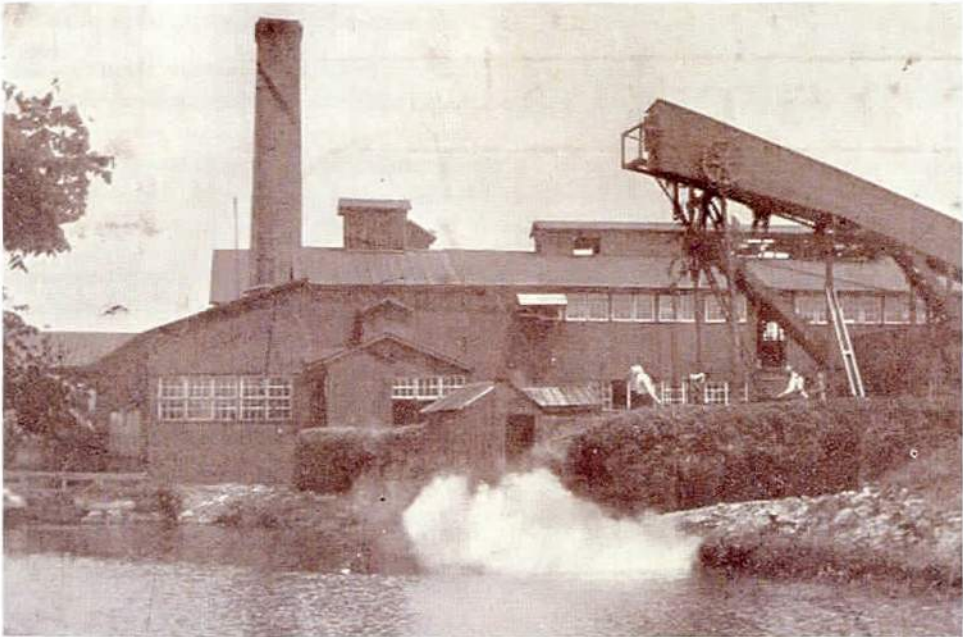
Like many American small villages in the later half of the twentieth century, new growth — both residential and commercial — shifted away from downtowns. Isolated residential subdivisions were developed unconnected to the downtown center and many residents now work and shop in surrounding areas. As buying patterns shifted and vigorous support of Chittenango businesses declined, investment in the village languished. Because few people live



Chris Valve Works



Walrath bridge at Walrath Foundry



Merril-Soule Company canning factory, c. 1910



Chittenango Pottery



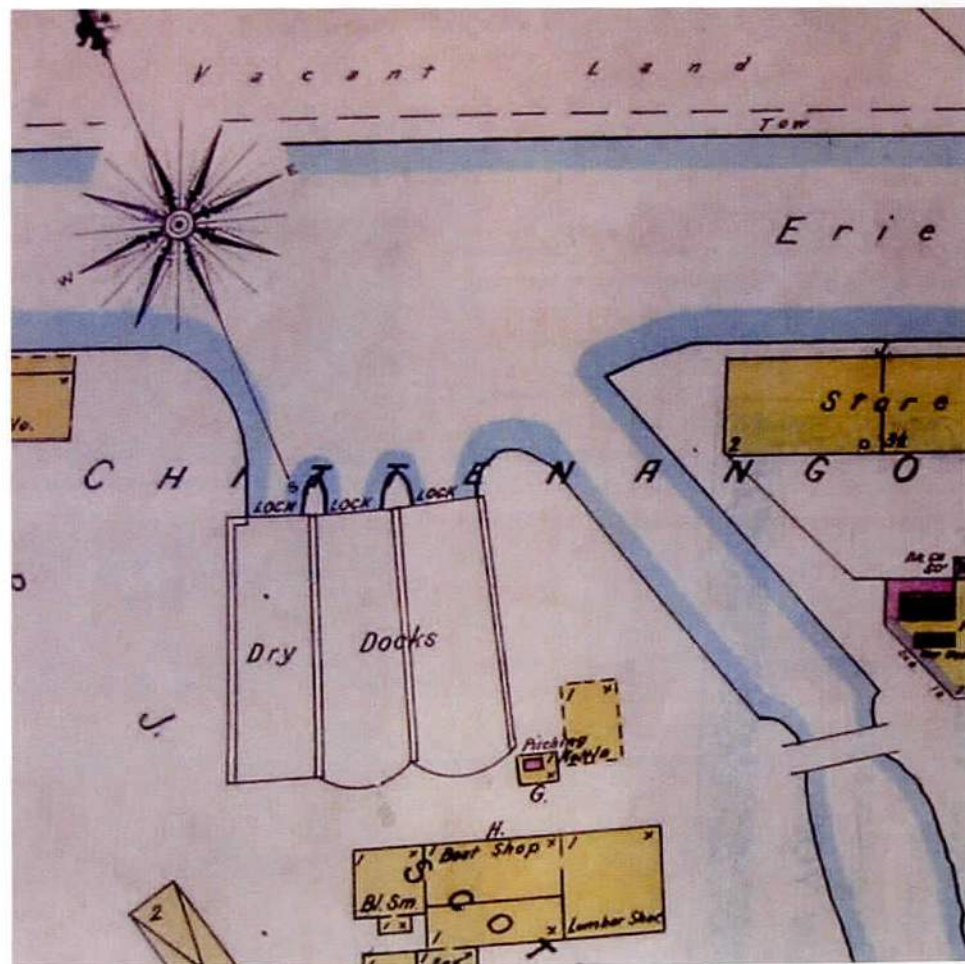
Barges on the Erie Canal in Chittenango

in the downtown and the residential areas are not accessible on foot from the center, residents use cars to go everywhere conveniently. And, because important services are not available, there is little incentive to do business locally. In addition, the roads that most efficiently lead from the closest large urban area to surrounding towns, direct people around the Chittenango business district. As a result, Chittenango's downtown struggles to maintain its vitality.

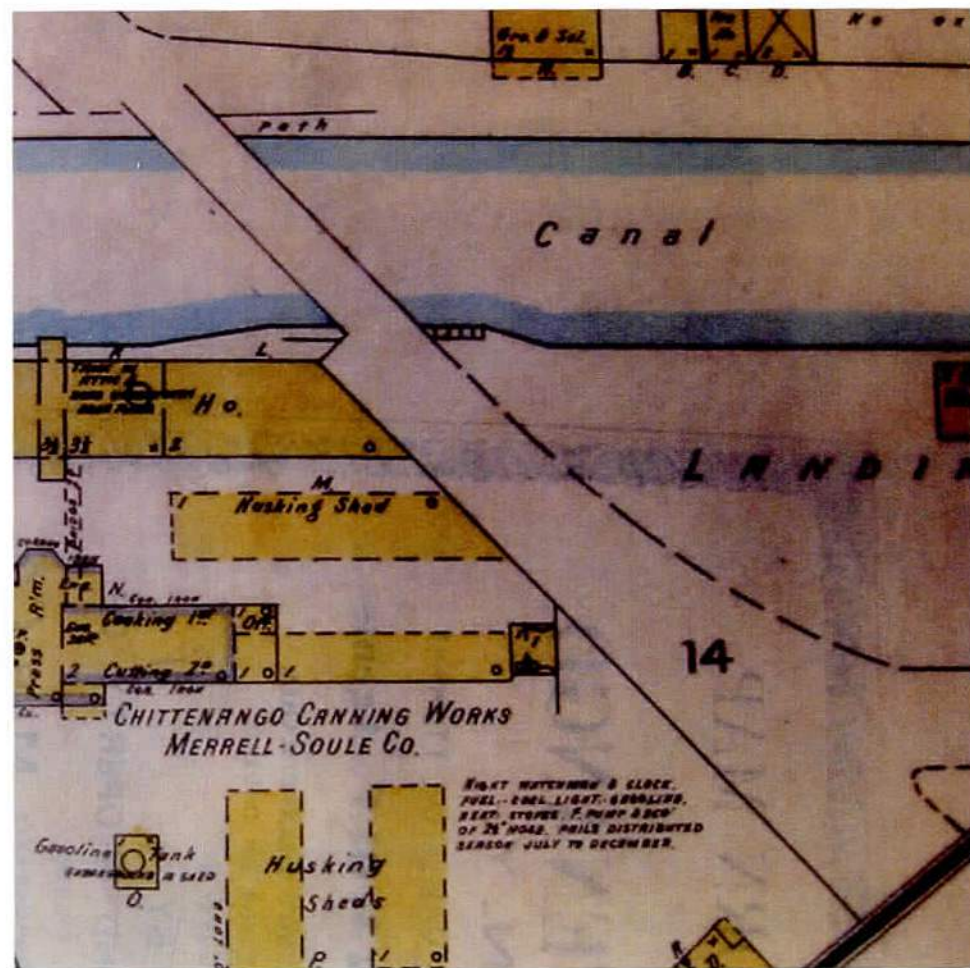
Many buildings downtown are vacant or run down, or both. Shopping areas and strip malls outside of the center have replaced or reduced activity at small shops that once not only sold local goods, but provided gathering places for nearby residents. Lack of maintenance and building deterioration typically follow loss of business, and, finally, lack of interest (or income) results in increased crumbling of entire communities. The deterioration is like a disease that is difficult to stem. The plight is common to downtowns all over the country. These problems are not unique to Chittenango, and are equally economic, social, and formal.

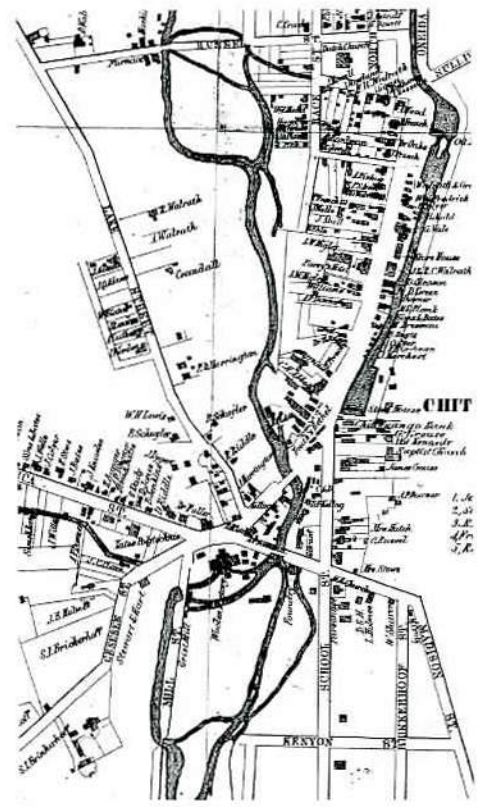
Although employment remains high in the area (the two largest employers, the local school district and Gray Syracuse, have a combined workforce of about 950), investment in the business district is still low. To encourage and reinvigorate downtowns, and reverse the decline of village centers, municipalities have had to provide incentive to invest in business and support building renovation. In Chittenango, the Village Board has taken steps to reverse the deterioration of downtown and won a Federal Grant to revitalize the oldest portions of Genesee Street. Future business and development should find the downtown a more attractive option as this restoration takes hold. But *any* development is not necessarily *good* development.

To maintain the high quality of both infrastructure and individual buildings takes vigilance and requires care so that the many assets of the village are not sacrificed or ignored.



Map, Erie Canal Chittenango





Village of Chittenango, 1853 (above) and 1875 (right)



Village growth, 1900 (above) and 1950 (right)



- 36 Chittenango is fortunate to be home to several unique pieces of American history and it is vital that the Village recognize its assets. The connection to L. Frank Baum, author of the "Wizard of Oz" books; the Chittenango Landing Canal Boat Museum and the canal itself; Chittenango Falls; and its particular industrial history, are central to the identity of the Village. They are what separates it from other small towns in Central New York and provide an identity independent of them. An emphasis on promoting history tourism as an engine of economic development is critical, but good cities are ones that people want to return to because they are pleasant places to live, work and simply to be. Making the village more than a tourist destination is essential to its survival and the development of the downtown is a necessary part of the plan.



Post Office, c. 1910



Store of B.F. Melcalf & Son, c. 1910



Chittenango Creek



Fountain Square, now Stickles Park

Municipal building containing the fire hall, as it does today, c. 1950



Proposed perspective of Genesee Street, Tacoma's Restaurant & Bar

ASSETS AND CHALLENGES

The impetus for this project arose from a desire to rejuvenate downtown Chittenango. Though the downtown has visibly deteriorated, interest and pride in the Village run deep and the potential for rebirth is not difficult to imagine. Outside of the business district, there is much to recommend. The school system is excellent, opportunity in many sectors of the economy is good; and the quality of the single-family detached housing stock outside of the center is always growing. Like many Upstate New York villages, Chittenango is surrounded by rich and productive farmland, and all-season outdoor recreation abounds. Chittenango's industrial history is unique and its historic connection to the Erie Canal offers potential for economic development.

Yet, in spite of its many assets, the downtown suffers from lack of investment, loss of business, deterioration of its infrastructure, and zoning that encourages the destruction of the public realm. Among the several good urban buildings that together give form to a main street (predominantly at the southern end of Genesee Street), there are many buildings — both businesses and residences — that contribute to a perceptible deterioration throughout, especially toward the northern end. The problem is exacerbated in different ways by the lack of continuity of the street wall and street trees, the use of poor building materials, and the construction of parking lots along Genesee Street. It is important to maintain and encourage renewal of architecturally significant buildings, and no matter how beloved, to let go of urban fabric that does not positively contribute to the construction of the public realm.

For Genesee Street to reclaim its authority in Chittenango, it must be a destination. Though this plan cannot construct the economic solutions that are a challenge to all development, what it can do is begin to address some of the urban design and planning issues that will make the village an attractive place to be, a place that generates interest and support, and hopefully is self-sustaining. The relationship between the quality of the architecture, the character of the public space and its economic success are often linked. In addition, design guidelines provide predictability for development and thus assist in encouraging investment.

40 The best buildings at the southern end of Genesee Street are a good model for new Genesee Street development. However good they are, it would be a mistake to attempt to duplicate them. Rather, it is necessary to understand why and how they are successful so that new development and modern architecture will contribute as meaningfully to the public realm as the earlier models. Genesee Street is lined with two- and three-story buildings that occupy their sites up to the front lot line and collectively construct the space of the street. They are made of brick, wood, and other natural materials and, in their time, represented an ambition to construct high-quality buildings. Those same ambitions should inspire new development. Without the aspiration for high standards in design, construction, and urban principles, any new contributions to the urban realm will result in the further deterioration of the Village. The good retail and commercial buildings along Genesee Street provide a degree of transparency at the street, and as a result activate the public realm. The best residential buildings have shallow setbacks, small garden areas along the street, and often provide a transitional zone between the purely public realm and purely private rooms of the house. Style is notably absent from the criteria of what makes the "good" buildings good — and it should remain so.



East side Genesee Street, 2003



The challenge that all villages face, no matter how large or small, is to establish criteria for new construction that promotes thoughtful architecture and supports the construction of the public space. To accomplish this, a Board of Architectural Review, comprised of talented and knowledgeable individuals, is necessary.

The issue of downtown housing is another challenge that must be tackled. The larger and more diverse the downtown residential population, the more active the downtown will be. Residents support local businesses and provide safety. The difficulty in encouraging families to live in the downtown area requires reasonable quality housing that accommodates a diversity of family size and income. The advantages to living in the downtown are evident: proximity to stores, restaurants and other services, access to recreational trails, parks and the Creek, and the distinct advantage of not needing a car to access these amenities. However, before there is enough housing to support new business, there is less incentive to live in the center, and businesses will not profit without a critical residential density. It is an old chicken-and-egg problem. To begin forward motion and overcome the stasis requires economic incentive.



42 Designating locations for new housing is a more challenging problem than the question of its advantages. Because Genesee Street is now mixed-use, new residential and mixed-use buildings could easily be accommodated at various points along its length. In addition, some of the secondary streets are appropriate locations for both single-family and two-family detached houses, row houses, and, closer to the Stickles Park end of the center, small apartment buildings. Market surveys that address questions of downtown living are able to locate interest and support, but to encourage growth, the needs of a young population must be accommodated.

The challenge of building near Chittenango Creek compounds the development problem, as downtown housing sites near the center are limited. This plan suggests that the issues of flooding be addressed in two ways — as zoning and building code challenges. If new buildings are constructed so that they will be unaffected by flooding, the problem of the Creek will be mitigated. But, Genesee Street requires the most attention. Deteriorating buildings must be

renewed and new buildings along the street — residential, commercial and mixed-use — should each contribute to the large vision, rather than operating as independent building projects. The most important project is the building and renewal of the Village. 43

The existing development model, especially toward Tuscarora Road north of West Park, is suburban. Surface parking lots along the main street discourage pedestrian activity. The car and signage visibility is favored over walkable streets, defined and identifiable public space, and the construction of a main street that is particular to Chittenango. Instead, the north end of the Village has acquired the paved and parking lot-laden character of every other poorly-zoned main street in small town America. The balance between car activity, development models that promote street wall integrity, and the need for a street that promotes pedestrian activity must be maintained. Automobiles will not go away and the car will and cannot be ignored. The challenge is to construct a code in which the simultaneous existence of pedestrian activity and parking lots are both permitted and encouraged. The problem has everything to do with an allocation of use, a balance of interests, and clearly stated goals that are understood in relation to urban design and zoning issues.



West side Genesee Street, 2003



Poorly maintained building, Genesee Street



Sidewalk condition along Genesee Street



Poorly maintained building in need of renovation



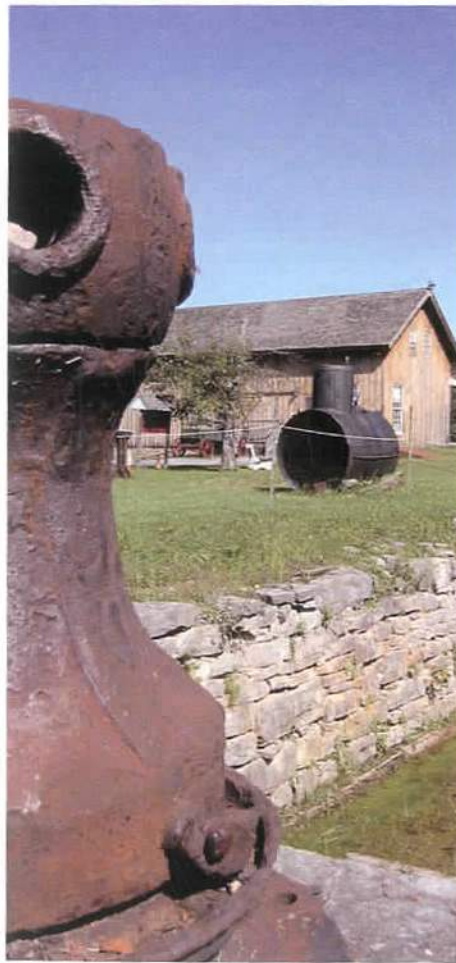
The old Pottery Building, 2003



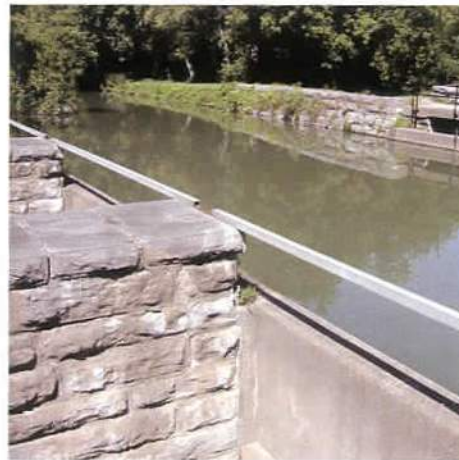
Intersection of Tuscarora Road and Genesee Street



Chittenango Falls



Chittenango Landing Canal Boat Museum grounds



Aqueduct at junction of the Chittenango Creek and the Erie Canal



Chittenango dry docks, 2003

48 The availability, locations, and quantity of public, open space in Chittenango are its principal assets. The parks are invaluable for planned, civic events and unprogrammed activity. Open spaces are also essential for residential development. Chittenango Village parks have acquired their own histories and are as critical as the institutions, the buildings, and the streets that surround them. The challenge to the quality of the open spaces, especially at West Park, for example, is not the articulation of ground plane or the development of the landscape, but rather the buildings that define and construct their perimeters. At West Park, though the west edge of the space is dominated appropriately by the church that owns it, the buildings or parking lots, especially on the north and east edges, do not positively contribute to the park's identity. They are deteriorated, programmatically inappropriate for the main square, and though, like the fire station, might be in a reasonable central location for the entire Village, the surface parking adjacent to the green diminishes the Park's importance both historically and formally within the Village. The other Village parks benefit from a variety assets and suffer from different challenges. In each, the essential relationship between space and building is critical to its construction and use.

To move forward, the assets of the Village must be identified and strengthened. Chittenango has many; that is not the problem. The challenge is to honestly assess the problems and make a commitment to rectifying them. As in all communities, the construction of common objectives requires compromise and the support of both public and private sectors.

Initiative and risk are equally necessary ingredients for success.



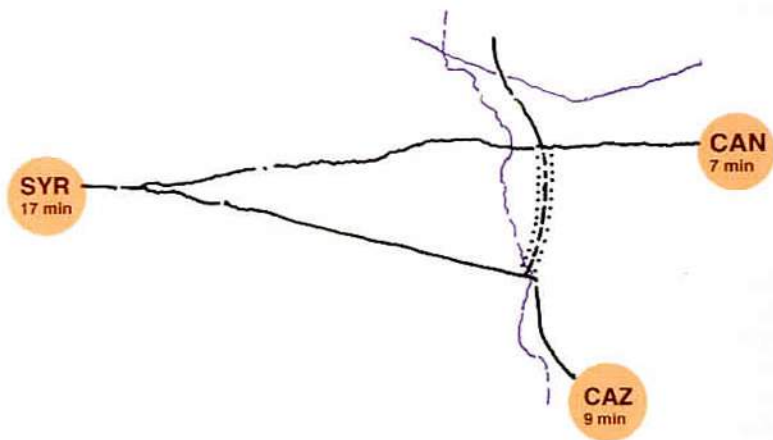


CONNECTIONS

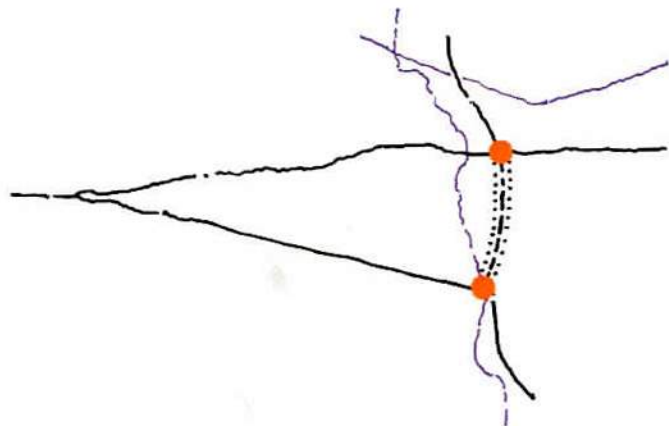
The center of Chittenango is caught in a difficult location between local arteries that connect Syracuse to Utica and many smaller towns in between. Both Route 5 and Tuscarora Road bypass Chittenango proper on the way to and from Cazenovia and Cazenovia Lake to the south, and Canastota and Utica to the east. Genesee Street and downtown link the two more trafficked roads, but without destination-related activities, the business district is easily ignored. In addition, at the critical intersections where Genesee Street meets Route 5 at the southern end of town or Tuscarora Road at the north, there is little indication that a notable village center lies just beyond. In place of a major intersection at Tuscarora Road that marks a symbolic "entrance" to downtown, are a few undistinguished buildings and fields of surface parking lots. At the southern end of the Village, the entrance is not quite as bleak, but equally unmarked. These two important nodes present both challenges and real opportunity. Recognizing their importance to the identity and structure of the Village as symbolic gates is critical to a new vision for the downtown.

Although constructing connections to automotive routes is important, pedestrian links to the surrounding residential neighborhoods is equally necessary. At present, there are not enough links from residential pockets to the business district, and suburbanites, though nearby, are separated from it. The only access is by car, along non-pedestrian routes. Chittenango 2020 proposes that a network of trails link the surrounding residential areas with points downtown. Recreational routes for cross-country skiing, biking and walking will encourage activity throughout the year. By providing safe paths for pedestrians and those under pedal power, the downtown business community would gain direct access to west-lying residential communities.

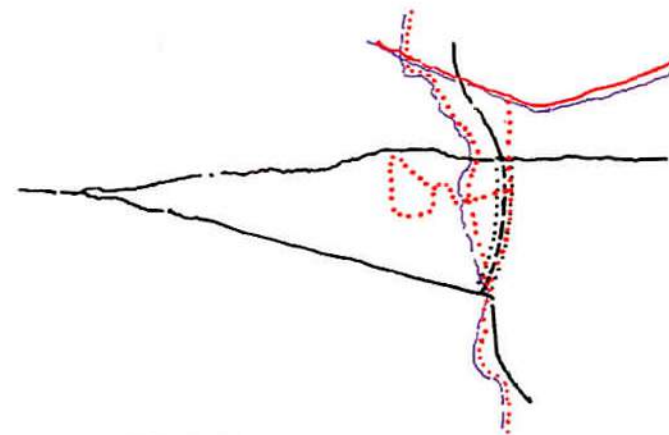
Walking, running, and biking trails along Chittenango Creek would connect the Village to the Canal, already a system of recreational routes. As the Canal is developed by the State as a historic tourist destination, those towns and villages along its length will once again profit from its proximity. The economic potential for canal development as a historic tourist site is evident. Though Chittenango is poised to capitalize on it, the canal's importance as a place of recreation for residents is now only partially realized. A developed and complete system of parks, historic sites along the canal, and trails that lead to downtown and residential areas would re-engage the Village with the Canal so that the separation between them would not seem so distant.



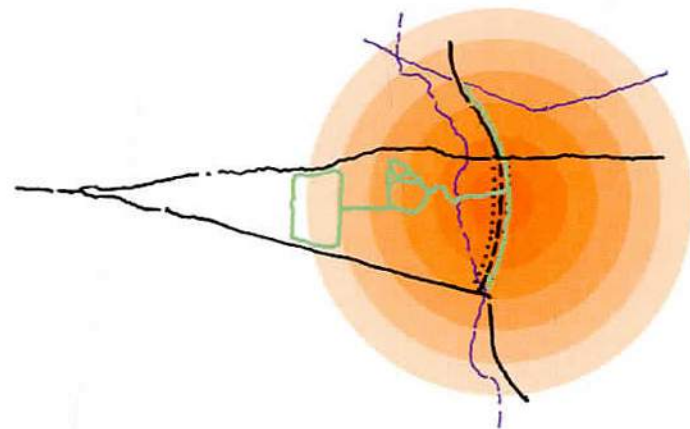
Connections to surrounding towns and cities



Downtown gateways



Existing road network and proposed trails



Proposed pedestrian network





CHITTENANGO 2020

A Master Plan for Chittenango, New York

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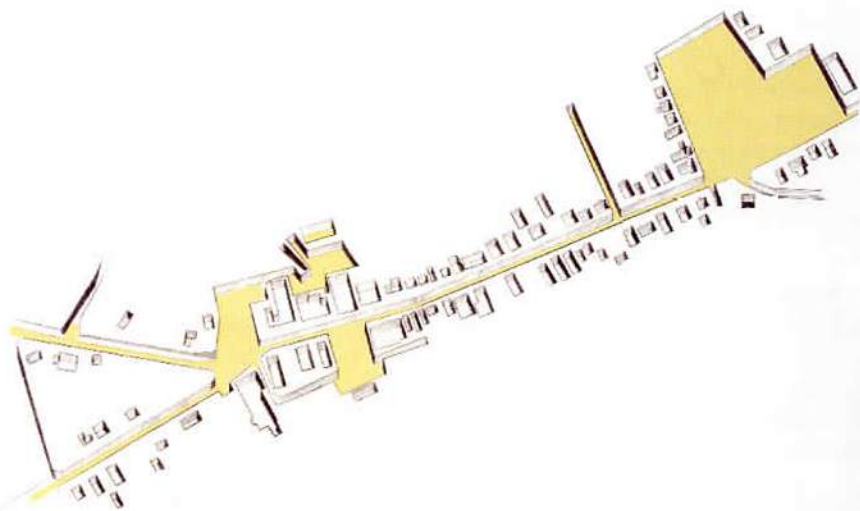
INTRODUCTION

A Master Plan for Chittenango, New York

The objectives of the Phasing and Design Guidelines included in the last chapter of this Master Plan are to establish general parameters for both new construction and existing buildings so that a clear identity for the village can emerge. The guidelines should be used as a framework for controlling the quality of construction of all building along Genesee Street in all three phases. Though the guidelines will require some interpretation, their intent is clear: to reduce the perpetuation and prevalent use of inferior construction methods and materials and to invest in long-lasting quality, both urban and architectural, as a collective and individual endeavor. The degree to which the guidelines are employed, and the methods of interpretation in the first phase, will determine their effectiveness.

In recent years, issues of sustainable design have emerged as critical to the way in which we construct buildings, communities, and our culture. They are important and worthy of support. The future of the planet is at stake. Individuals and municipalities have the responsibility to think globally and act locally in relation to the use of non-toxic and recycled materials, a reduction of energy use, a reduction in the use of undisturbed land for detached, single-family homes, and a reduction in the use of inefficient transportation modes. This plan endorses and supports the institution of LEED, U. S. Green Building Council standards for all construction, both rehabilitation and new. It is our collective responsibility to do so.

The identity of the Village of Chittenango and its future are at stake. This plan provides a framework for moving forward. The citizens of Chittenango will be responsible for its employment and for raising issues important to its vision.



Existing buildings and open space



Continuity of the street wall



Tacoma's Restaurant & Bar and neighboring building, 2003



Proposed street front



Proposed street front



Available rental space in buildings in downtown Chittenango



PHASE I

The first stage of development in this Master Plan is focused on investment in the historic Village center from the bridge that crosses Chittenango Creek at Stickles Park to West Park. The objective of these recommendations is to create a sense of arrival as one enters from the south and to create an integrated and cohesive historic urban center by:

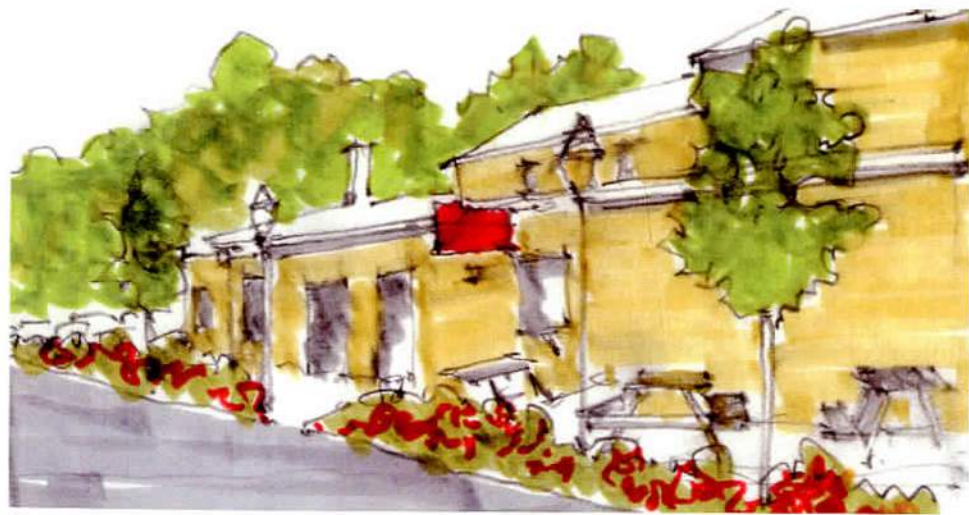
1. establishing a threshold as one enters the Village at the Creek bridge.
2. redefining the street as a public space.
3. investing in the renovation of existing deteriorated buildings so that they contribute to the collective presence of the "street-wall" and to the architectural and material integrity of the street.
4. designing locations for new buildings.
5. establishing a "village green" in front of the existing Village Hall.
6. constructing a negotiated relationship between the automobile and the pedestrian, including on-street parking and surface parking areas.
7. making improvements along Genesee Street from Stickles Park to Tuscarora Road.

The landscape and open space and several of the buildings at the southern end of downtown are important to the history of Chittenango and positively contribute to its identity. As one nears the village from the south along Route 5, the increasing frequency of small buildings and businesses on the approach indicates arrival. But, the buildings are of mediocre quality and the threshold is without note, producing an unremarkable spatial sequence into the downtown. Entry into the center is, at best, uneventful. The bridge at Chittenango Creek is the logical location to mark passage into the village center. A notable bridge threshold redesign should include the bridge railing, lighting, horizontal surfaces (sidewalks and the surrounding landscape) and other architectural elements. Though the "gate"





Proposed street improvements: street trees, lampposts, and seating promote pedestrian activities



Proposed renovation for Oz Cream and similar businesses with side alleys

72 is not independent of other parts of the entry sequence, the bridge is a significant event in the sequence that should mark one end of Genesee Street. Paired with a significant entry at the north side end of the street, it "brackets" the downtown area to produce boundary.

Although there are not many open, developable sites at the southern end of the village, those that remain are critical. New buildings should support urban continuity and the development of a "street wall" by maintaining a common setback. A cohesive urban landscape neither requires that every building is the same nor that there is a common architectural language, but that the importance of the public space is acknowledged and that each building contributes to the common cause. In addition, a requirement for high-quality building materials that are well-maintained should result in a streetscape that will not suffer from deterioration and degradation. Renovations of existing buildings are also subject to these same concerns.

The addition of street trees in a regular pattern in conjunction with lampposts along a well-maintained sidewalk will create a public zone that mediates between street and building. Trees provide shade in the summer, and act as a filter between traffic and the public realm of the sidewalk. Street lighting provides safety and encourages residents to use the street during the evening. An important factor in the success of downtown is that it is used at all times of day. Well-lit pedestrian connections from residential districts should encourage walking to downtown restaurants and other venues during daytime and evening hours. Lampposts allow for the installation of banners, and flowers to be hung in the summer. Street furniture encourages use of the downtown, especially for the elderly and families with young children. Infrastructural improvements to sidewalks and roads along the entire length of Genesee Street are suggested as part of Phase I. Public investments in new sidewalks, trees, and lighting at the northern end of Genesee should encourage private development along the whole street. The unique "Yellow Brick Road" sidewalk that is linked to village history should be improved with yellow, brick pavers in place of the painted, concrete sidewalk.



Section detail: spatial transparency between pedestrian areas and commercial uses



Section of Genesee Street: buildings, tree lanes and cars

74 In Phase I, the plan calls for new construction at a few locations along Genesee Street, generally those that contribute to a "missing tooth" problem, and several new, small apartment or detached, residential units to the west, along a proposed extension of Race Street. As the village grows and the focus on downtown shifts from Genesee Street to those limited residential lots to the east and west, the need for a variety of residential construction should be evaluated in response to market demand.

The location of the Village Hall, at the back of a surface parking lot off of Genesee Street relegates it to insignificance in the Village. Although the Master Plan calls for its eventual relocation to West Park at the center of the Village, redesign of the parking lot into a landscaped "green" that could also include parking would re-engage the Village Hall as an important building within the village structure. The "front lawn" to the village offices is an important symbolic space that could easily be regenerated. Its potential as a public garden, as an area for small gatherings, and as a location for public notices would change the perception of the Village Hall without requiring greater investment in the building itself.

Chittenango 2020 encourages the establishment of on-street parking along Genesee Street and suggests that any additional surface parking lots be located behind buildings along the street. On-street parking slows traffic, and provides a buffer between cars and pedestrians, but there are not enough spaces to accommodate the Village's needs. Surface lots will accommodate those autos not able to park on the street. However, no surface lots should be allowed along the street. They prevent continuity of the street wall, use space that is otherwise prime, developable retail area, and contribute to a degraded pedestrian environment.

Phase I is crucial in that it serves as an example for the rest of the Village and lays the groundwork for the completion of the Master Plan. New business in Chittenango should be focused in this area first, invigorating the most developed part of downtown in order to spark later growth further north along Genesee Street and around West Park.



Residential subdivision outside of Village center



PHASE II

The second stage of development in Chittanooga 2020 is focused on two nodes: West Park, and the intersection of Tuscarora Road and Genesee Street. The length of Genesee Street between them is also included in Phase II. In addition, the plan suggests locations for new residential construction in the neighborhood between Genesee Street and Chittanooga Creek. The objectives of Phase II are to:

1. encourage development on Genesee Street north of West Park compatible with development to the south.
2. create a "town center" around West Park.
3. create a "threshold" or "gate" at the intersection of Genesee Street and Tuscarora Road.
4. designate locations for new buildings.
5. locate areas of growth for new residential development in downtown north of West Park.
6. construct a negotiated relationship between the automobile and the pedestrian, including on-street parking and surface parking areas at the rear of new buildings along Genesee Street.

At West Park, the historic downtown ends. Along Genesee Street, the formal integrity of the historic center gives way to franchised business establishments and surface parking lots, scaled not for the pedestrian but for fast-moving cars. Without a continuous wall of appropriately-scaled buildings, trees, and sidewalks in good repair, it is an unpleasant place to walk. As a result, of this shift in streetscape the downtown along Genesee Street suffers from a kind of schizophrenia, the southern end operating according to one set of rules, the northern end guided by a second set with West Park between the two and belonging to neither. The identity of downtown, and indeed the Village itself, is dependent on the continuity of development along the entire length of Genesee Street with a clear center at West Park.

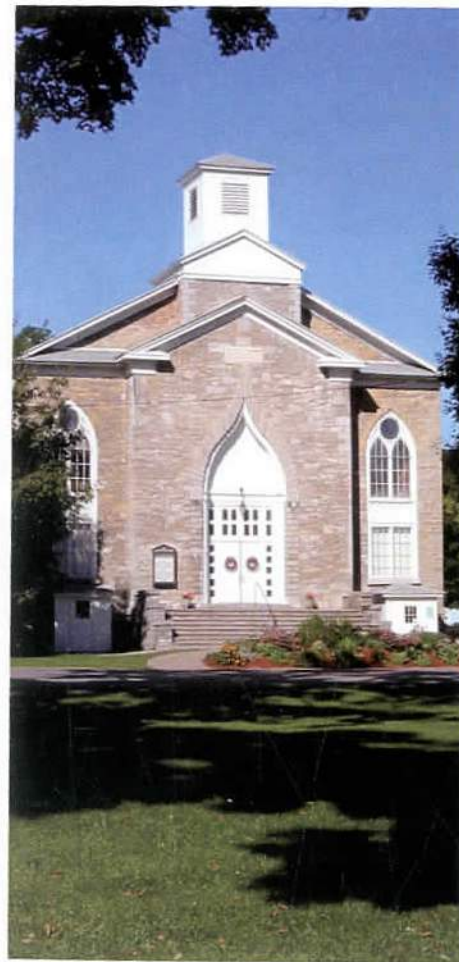
Around 1950, the Village Hall and the Municipal Building occupied a prominent position at one side of West Park, in the same building and on the same site where the Chittanooga Fire Company is today. The congregation of significant

78 civic and religious buildings that once surrounded the park suggest its centrality in the Village, both geographic and cultural. Though West Park still maintains cultural significance, its location at the end of the active downtown, minimizes its importance within the Village. In addition, the Village Hall now occupies a marginal position in an unremarkable building. Thus, the formal representation of its significance within the Village has also shifted. As the Village grows, West Park will regain its importance at the geographical center of downtown; as the knot between the two village thresholds with Stickles Park at one end and Tuscarora Road at the other.

This plan suggests that the Village Hall move to a more prominent location on the eastern edge of West Park. On the east side of the park a new building should do several things: re-establish the prominence of the Village Hall and its importance as the seat of government, assist in strengthening the continuity of edge along the Genesee Street corridor, re-establish West Park as the center of the Village, and operate as a catalyst for development of other buildings and landscape that support the centrality of the park and the buildings that surround it.

As the southern end of the street is developed, pressure will grow to develop the northern half to accommodate businesses and residences that will not easily fit the model established in the historic district. To encourage retail along Genesee Street, rather than outside the center, requires the commitment of the community to a multi-use development model. The deployment of residential uses above a commercial zone at the sidewalk level will assist in developing a defined street edge.

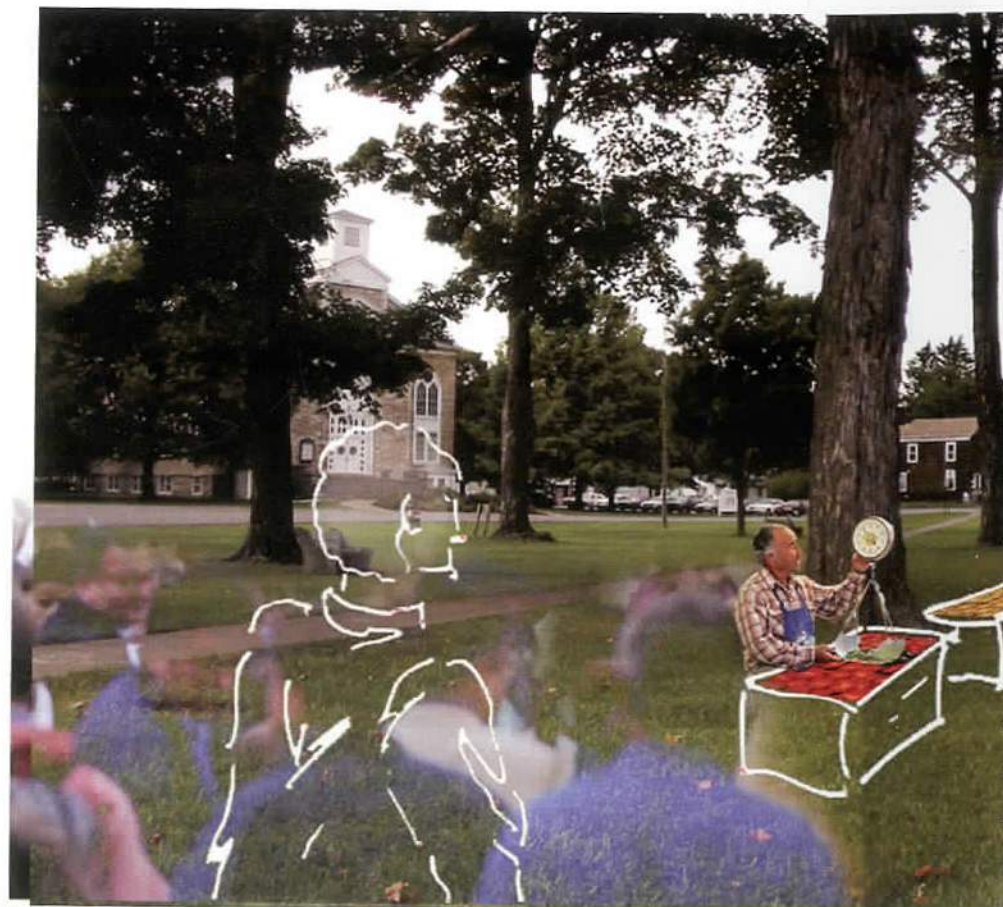
New commercial and residential uses along Genesee Street, especially between West Park and Tuscarora Road, should be encouraged in the second phase of the Master Plan. Successful neighborhoods thrive when uses are mixed. Residential and commercial uses are co-dependent and the relationship symbiotic. Mixed-use neighborhoods are safer, offer greater potential for economic vitality, and by their nature are more diverse. They are active night and day, and thus provide a greater degree of safety than single-use neighborhoods that are active predominantly either during working hours or in the evening, but not both. Businesses also provide employment opportunities for local residents close to their homes.



First Presbyterian Church, West Park



Proposed new town center at West Park



Summer farmer's market in West Park



- 82 Parking for commercial establishments and dwellings should be both on-street and in landscaped, rear surface lots rather than in front of buildings. Where possible, parking could also be below grade. A continuous and walkable main street depends on the development of a dense street wall uninterrupted by extended, open parking lots. To facilitate development that encourages street continuity and promotes mixed uses, accommodates the need for parking, and provides incentive for inventive problem solving, zoning, and building guidelines that promote a clear vision of Chittenango's identity are necessary. The predictability provided by zoning and building guidelines encourages development.

Like Genesee Street between Stickles and West Parks, sidewalks are required on both sides of the street and must be well maintained to increase pedestrian activity. Street trees, lighting, and other street furniture should provide continuity among the northern and southern halves of the street. The essential "Yellow Brick Road" should be extended to Tuscarora Road so that the entire downtown is linked by a representation of the Village's defining identity.

The Tuscarora Road crossing at the northern end of Genesee Street should be an important threshold for the Village. In tandem with Stickles Park, the two mark points of entry and transition into the downtown. Tuscarora Road is a significant east-west thoroughfare, yet the crossroad is undeveloped as a gate to the commercial part of downtown or to the Erie Canal and the historic buildings that remain there. To develop the crossing as a gate requires an increased density of building and/or landscape. Gas stations and open parking lots are inappropriate uses for the crossing and would be better located just outside the Village along Route 5 toward Canastota.



Proposed streetscape, Genesee Street near Tuscarora Road intersection



PHASE III

The last phase of Chittenango 2020 examines the area between Tuscarora Road and the Erie Canal and suggests ways to strengthen the connection of the neighborhood to downtown. The objectives of Phase III are to:

1. develop a cohesive connection from downtown Chittenango to the Canal and notable historic buildings.
2. integrate recreational facilities into the fabric of downtown by developing a cohesive, walkable street network.
3. strengthen the intersection at Tuscarora Road and Genesee Street as a notable "threshold."

Several of Chittenango's important historical assets are located north of the downtown proper. The Erie Canal, and the trails along it, the Chittenango Landing Canal Boat Museum, and the old pottery building provide Chittenango with a unique identity. In addition, several playgrounds, playing fields including Stooks Park, and recreational areas are located in the neighborhood. However, they are formally divorced from the center of the Village, and difficult to access without a car. The lack of pedestrian accessibility produces a distinct disconnect from the business area. Furthermore, because the street network is not easily walkable, it is unsafe especially for children who navigate from downtown to recreational areas.

To strengthen connectivity among the network of streets to the north of Tuscarora Road and downtown requires uninterrupted sidewalks along the main arteries, streets that are continuously tree-lined, and streets that are appropriately lit for residential neighborhoods. The connections should signal the presence of other events along the route and encourage visitors to explore local historical sites.

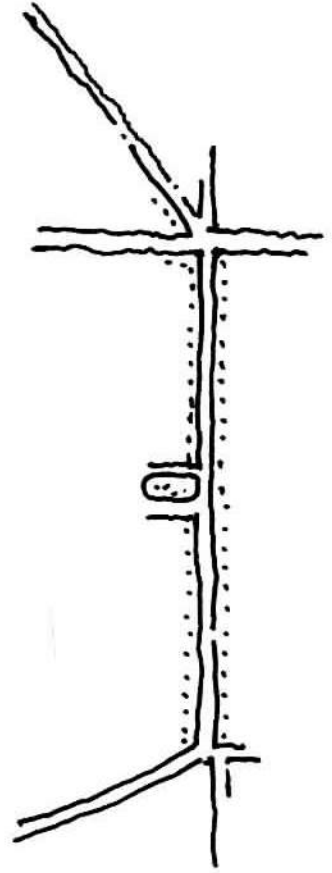
Bicycle lanes along the important routes that connect the Canal to downtown will encourage canal trail users to make the detour to the Village. The developed routes should include the network of existing streets and a Creek Trail for walkers, runners, and mountain bikers.

86 The Chittenango Landing Canal Boat Museum is a great Chittenango success story. It serves tourists, school groups and the elderly, and helps us all to recall the important history of the area. The archeological evidence that remains of the dry dock locates the importance of Chittenango to the history of the Erie Canal. Like the dry dock, the pottery building is equally distinguished and significant to Chittenango's industrial history, but remains in peril of disintegration and lack of investment. The pottery building should be rehabilitated as well. Its potential for development as an anchor between the downtown and the canal is too great to be ignored. It should not be abandoned. Buildings like the pottery, that are significant both historically and architecturally, are enormous assets.



The addition of sidewalks would create a more pedestrian-accessible environment.

DESIGN GUIDELINES



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INTRODUCTION

The goals of the guideline recommendations are:

1. to revitalize the properties within the Village of Chittenango and increase their desirability and market values.
2. to attract new businesses and owner-occupant buyers.
3. to promote owner investment.
4. to make the Village a better place to live, work, and shop.

The intent of the guidelines is to codify principles of the Master Plan and to explain the restrictions and requirements that the Village and property owners should comply with to improve the architectural integrity of their properties. Any property owner who applies for a portion of the Small Cities Grant (or any potential funding) must follow the Master Plan guidelines before any financing will be approved. The guidelines and proposed plan set an example for the Village and provide a strong framework to operate within when making decisions.

To achieve the full economic potential of the Village, the Master Plan and the new zoning codes should be used in tandem. Together they will improve the appearance of the existing buildings, promote active pedestrian use within the downtown and its adjacent neighborhoods, and create a cohesive, energetic, and sustainable village center.

The guidelines are regulations that encourage the maintenance and restoration of the historic center, and accommodate its changing needs. The intent of the Master Plan and guidelines is to cultivate a healthy streetscape.

The guidelines apply to the Village of Chittenango between Stickles Park and Tuscarora Road, and suggest future development between Tuscarora Road and the Erie Canal. Although funding from the Small Cities grant is dedicated to the Village center, the principles of the plan should be understood and applied throughout as other funds become available.

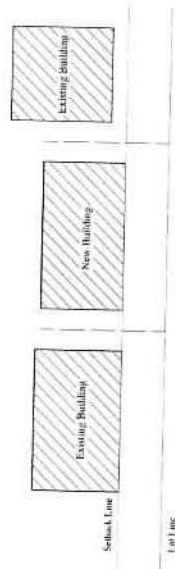


FIG. A1.

Plan and sections: proposed setbacks for new buildings

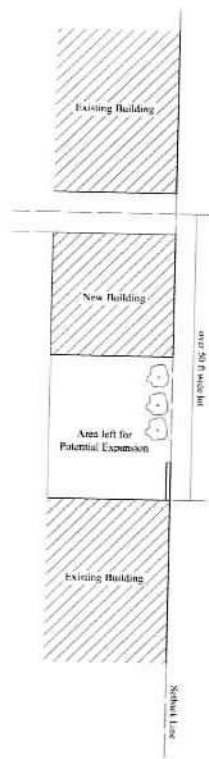


FIG. A2.

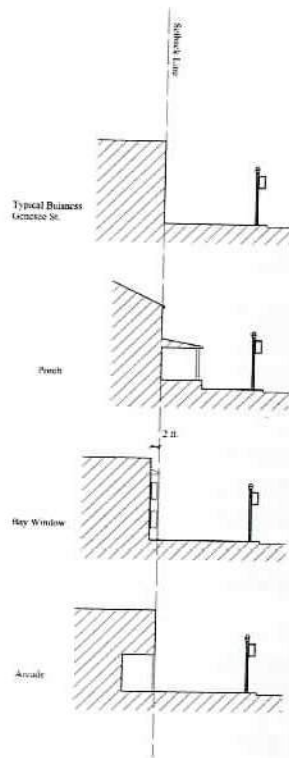


FIG. A3.

A. SETBACKS

The goal of this section is to encourage a continuous building fabric throughout the downtown area. The continuity of the building fabric defines the space of the public realm. 95

GENERAL:

A.1.1: Front yard setbacks: Newly constructed buildings must be built to match the setback of the adjacent building closer to the street. When there are no adjacent buildings, new buildings shall be built to the front lot line. (see FIG. A1)

A.1.2: Side yard setbacks: New commercial buildings (mixed-use commercial/residential, see Section A1.3) shall have a 5-foot side yard set back (New York State Fire Code).

In lots exceeding 50 feet in width where it is not economically feasible for the building to cover the entire lot's street frontage, no building shall be sited in a position which would prevent future additional coverage along the front lot line. (see FIG. A2)

On lots that are not fully occupied by buildings up to the side yard setbacks, landscaping will be provided along the remaining street frontage. This can be done by means of a masonry or wood wall under 4 feet tall, a wrought-iron fence, a masonry wall with a wrought-iron fence above, with a combined total height of 4 feet, a line of trees, or a combination of these elements.

A.1.3: Porches are permitted and encouraged on the front of any building in the downtown. Porches may be built beyond the front yard setback line as long as the porch does not cross the property line. (see FIG. A3)

A.1.4: The maximum permitted bay window depth shall be 2 feet from the building faces.

A.1.5: The front arcades shall count as the building edge.



FIG B1. Proposed facade transformation of Oz Cream building in accordance with proposed design guidelines

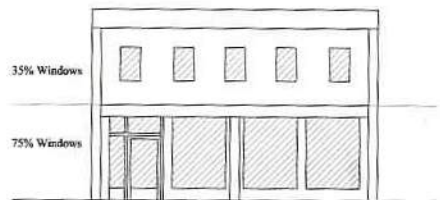


FIG B2. Wall surface and opening relationships

B. FACADES

The walls which face and define the edge of the street or a park are part of public realm and contribute to the quality of the community. 97

MATERIALS:

B.1.1: To respect the historic appearance of Chittenango, preferred new materials are brick, wood siding, stone, and ceramic. Materials such as vinyl siding, aluminum siding, stucco, concrete block, vinyl detail work, plastic columns, and vinyl "rock" and "brick" are prohibited.

FENESTRATION:

B.2.1: Commercial buildings shall have shop windows covering approximately 75% of the ground floor. This window size proportion promotes window-shopping by pedestrians. (see FIG. B2)

B.2.2: Residential buildings used for commercial purposes on the ground floor, shall have large shop windows styled appropriately to the building.

B.2.3: Window replacements, excluding lower-level shop windows, shall maintain the existing original proportions (no downsizing) and where original windows have been down-sized, new replacement windows shall return to original opening dimensions.

B.2.4: In new construction the ratio of window to wall on the upper floors of any building should be approximately 35% window. This window proportion is conducive to energy efficiency and maintains the proportion of existing opening to wall area in the Village. (see FIG. B2)

B.2.5: Primary entry to all buildings shall be on the front façade, not facing a rear parking lot.

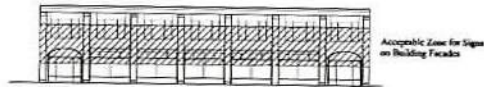


FIG. C1.

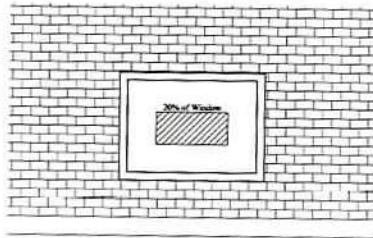


FIG. C2.

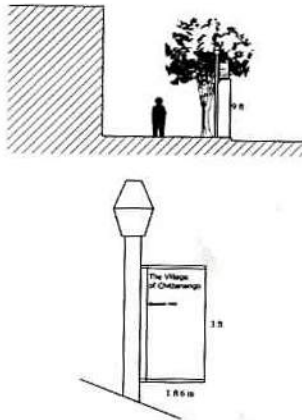


FIG. C3.

C. SIGNAGE

Signage should not distract or detract from the architecture of a building. The proposed signage regulations provide consistency among signs and promote signage visibility for pedestrians and motorists. These guidelines do not replace the Village of Chittenango sign regulations. They are additional constraints.

SIGNAGE ON FACADES:

- C.1.1: Signs on the building facade shall be no larger than two feet tall.
- C.1.2: Signs shall be located in a zone that begins halfway up the first floor and extends to the midpoint of the second story, in order to be easily read by people on the sidewalk. (see FIG. C1)

SIGNAGE IN WINDOWS:

- C.2.1: A maximum of 20% of the window surface may be covered with a sign. (see FIG. C2)
- C.2.2: Preferred methods for sign construction are leafing, paint, or any other material that becomes a part of the window's surface.

SIGNAGE ON LAMPPOSTS:

- C.3.1: Signs attached to lampposts are encouraged to improve notice visibility for pedestrians at most locations and to passing motorists. These signs should include special events notices as well as the words "Village of Chittenango." They shall be made of durable fabric material, 3' tall by 1'6" wide. The bottom of the sign will be 9' high above the sidewalk. If said signs are restricted on state roads, a variance should be sought. (see FIG. C3)

D. OFF-STREET PARKING

Parking in the village center is important because it promotes use and therefore the economic growth of downtown. 101 However, it is important that parking lots do not disrupt the continuity of the urban fabric and dissipate the charm of downtown.

GENERAL:

- D.1.1: Rear of buildings: All off-street parking shall be behind buildings. Only private service entrances shall be on the back side. Public entrances shall be on the front façade.
- D.1.2: Off peak-hour parking: Businesses with private off-street parking, should agree to allow residents and visitors to park in their lots after business hours.
- D.1.3: Shared parking: Businesses may share off-street parking lots to accommodate required spaces as per the zoning code (article VII, section A).

IMPROVEMENTS:

- D.2.1: Existing parking lots shall be improved by adding adequate lighting (see section I.2.1) and new surface treatment.
- D.2.2: Existing surfaces of parking lots shall be maintained in good condition.
- D.2.3: The addition of smaller, urban trees to the edges of parking lots will define the lot perimeters.

E. CANAL, CREEK AND TRAILS

The corridors around Chittenango Creek and the Erie Canal shall be viewed as public space. Property adjoining these spaces shall be treated as such. 103

E.1.1: No dumpsters, abandoned vehicles or parking lots shall face the Canal and the Creek.

E.1.2: All building elevations facing the Creek or the Canal shall be treated as a front façade. (see section B.1.1)

F. MAINTENANCE

Simple maintenance of the Village makes it more attractive and provides incentive for investment. If properly maintained, the appearance of the Village will generate use and pride among its citizens. Overgrown grass, neglected trees, peeling paint, and hanging laundry on the front porch all contribute to a deteriorated image that negatively affects pride and economic activity. 105

Public grant funding requires façade maintenance including the following:

F.1.1: Peeling paint on walls must be scraped and repainted.

F.1.2: All brick facades need to be pointed and mortar joints need to be maintained.

F.1.3: All wood must be treated, either with stain or paint. Unpainted, untreated wood is not acceptable for use on house siding, fences or porches, except cedar singles.

G. WALKWAYS AND SIDEWALKS

Sidewalks are an important part of the Village infrastructure and make the downtown more accessible for people 107 who do not have cars, cannot drive, or simply enjoy walking. Therefore, sidewalks should connect residential areas to the downtown and connect to other village assets.

The following are suggestions of the Master Plan. However, the NYSDOT controls sidewalks along State highways and other thoroughfares maintained by the State.

MATERIALS:

- G.1.1: Preferred materials are poured concrete, brick, or pavers. Brick may be laid in common running bonds and/or with a decorative arrangement.
- G.1.2: Painting the sidewalk is prohibited. The "Yellow Brick Road" shall be constructed of yellow bricks.
- G.1.3: Material choices shall be limited, extending the full length of the street to prevent discontinuity of the street wall.

DIMENSIONS:

- G.2.1: Wherever possible, sidewalks within the downtown shall be 15'-20' wide, to allow outdoor seating and other urban furniture so that restaurants and other businesses may serve outside.
- G.2.2: Residential streets must have at least 5' sidewalks on both sides of the street.

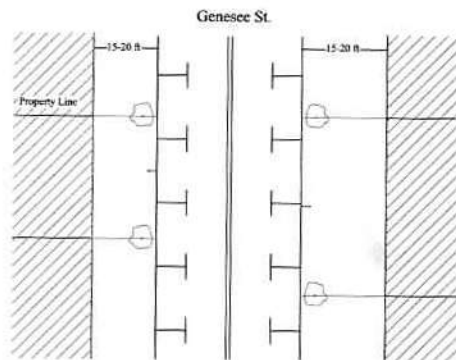
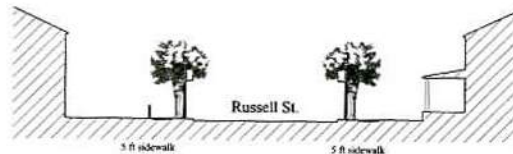


FIG. H1.

H. VEGETATION

Trees located along the edge of a sidewalks in urban areas create buffer zones between the building wall and street. The noise and visual presence of cars is filtered and allows pedestrians to focus on the business activity. The Village is encouraged to plant and maintain new trees in a set of three phases. 109

The following are suggestions of the Master Plan. However, the NYSDOT has authority over all sidewalk vegetation along State highways and thoroughfares maintained by the State.

STREET TREES:

H.1.1: Trees shall be planted on both sides of the road in a zone between the curb and sidewalk. The tree species shall be appropriate for urban environments. Their location in that zone shall correspond with lot lines as is possible to avoid blocking storefronts. (see FIG. H1)

PHASING:

H.2.1: In Phase I, the Village is encouraged to maintain equally spaced trees of the same species along Genesee St. from Madison St. to Russell St., and along Russell St. to Chittenango Creek.

H.2.2: In Phase II, trees should be extended along Genesee St. to Tuscarora Rd.

H.2.3: In Phase III, trees should extend to the Erie Canal along Lakeport Rd. and Oneida St.



Lighting example from Halophen's Granville Series

I. LIGHTING

New lighting will enhance the Village's character and add a sense of security at night.

111

STREET LIGHTING:

I.1.1: Lampposts shall be located on both sides of the road in a zone between the curb and sidewalk. New fabric signage may be placed on these street lampposts.

The following are suggestions of the Master Plan. However, the NYSDOT has authority over all sidewalk lighting along State highways and thoroughfares maintained by the State.

PHASING:

I.2.1: In Phase I, the Village is encouraged to place lampposts along Genesee Street from Madison to Russell Streets, along Russell Street starting at Genesee Street to Chittenango Creek, and along West Genesee Street from Chittenango Creek to where it meets Genesee Street.

I.2.2: In Phase II, the lampposts shall extend along Genesee Street to Tuscarora Road.

I.2.3: In Phase III, lampposts shall extend along Lakeport Road to the Erie Canal.

J. ON-STREET PARKING

On-street parking not only provides valuable spaces, but also creates a buffer between pedestrians on the sidewalk and moving cars. 113

- J.1.1: As is possible in accordance with NYSDOT standards for parking on State highways and thoroughfares, on-street parking should be parallel, not diagonal, and shall be defined by painted lines, concrete inlets, or a change in paving materials.
- J.1.2: Parking shall extend on both sides of Genesee Street from Stickles Park to Russell Street, and along Russell Street from Genesee Street to Chittenango Creek. From Russell Street to Tuscarora Road there shall be parallel parking on one side of Genesee Street.

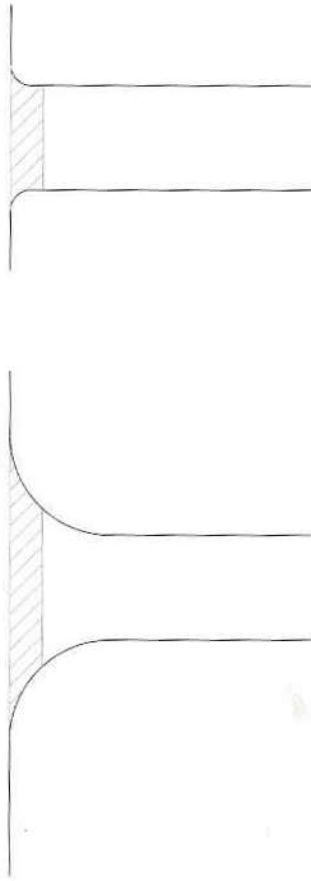


FIG K1. 5' curb radius (above) and 25' curb radius (below)

K. NEW STREETS

To keep the Village at a pedestrian scale, blocks shall be kept small, so walking distance from crosswalk to crosswalk is short. 115

The following are suggestions for design speeds for the Village. However, they cannot be enforced without the approval of the NYSDOJ. These guidelines contend that lowering the design speed of Village streets will encourage drivers to obey posted speeds. Slower speeds have a demonstrated effect of promoting economic development and creating a safer environment for pedestrians.

K.1.1: New streets created in the downtown area shall be 26 ft. wide and have 5 ft. sidewalks on both sides.

K.1.2: Distance between parallel streets intersecting Genesee Street shall be no more than 600 ft.

K.1.3: Curb radii shall be designed to encourage cars to slow down when turning.

K.1.4: No main or through streets shall have a design speed over 30 MPH (posted at 25 MPH), and no neighborhood street shall have a design speed over 20 MPH (posted at 15 MPH).

L. NATURAL RESOURCES

The Village will make the most of its natural surroundings by preserving and celebrating water features, trees, topography, and natural corridors. The Erie Canal and Chittenango Creek are the natural resources on which the Village of Chittenango should focus. Especially important are areas at the end of streets that terminate on the Canal or the Creek. They must be left open to views of the natural landscape. These features significantly add to property value. While the Village continues to be developed, its natural resources must be considered in its design. 117

L.1.1: The Erie Canal and Chittenango Creek shall be maintained as linear parks or trails.

L.1.2: Multiple access points to the Canal and the Creek: The Erie Canal and Chittenango Creek shall not be rendered inaccessible by private property. They shall have multiple access points that allow for physical and visual connections.

